

FIRST CHRISTMAS IN FOUR YEARS ON LONELY NORTH ATLANTIC ISLE

(Correspondence Associated Press)

KILCHOMAN, Island of Islay, Dec. 25.—This lonely little wind-swept isle off the west coast of Scotland, scarcely more than a dot in the North Atlantic, today observed Christmas for the first time since its young men went off to war more than four years ago. And in the observance it did not forget to place flags and flowers on the graves of the American soldiers who lost their lives when the transport Tuscania was torpedoed early in 1917 and the transport Otranto went down after a collision last October.

The island people did not expect much of a Christmas, but Santa Claus went to them through the "flying squadron" of the American Red Cross in London, and his personal representative was Lieutenant James Jeffries, a New York business man who lives at Summit, N. J. The Christmas party brought to Islay half a dozen big packing cases. There were candy and toys for the children, pipes and tobacco for the old men, cigarettes for the soldier boys who were home for the holidays, and comfortable things for the women. Pajamas, nightshirts and bed linen found their way into the boxes. Besides there were bundles of American and British silk flags to decorate the soldier graves and a plentiful supply for Memorial day next May. The distribution of gifts was made from the schools on the island.

Little Maggie McPherson, scarce 16, saw a soldier struggling in the water, and dashing into the surf pulled him ashore unmindful of the fact that she wore her best Sunday dress and that her heroism reduced it to a shapeless ruin. Lieutenant Jeffries learned of her plight, and today she was given a wonderful creation of green which had been selected with the utmost care by the women of the Red Cross.

Two dozen American safety razors with blades enough to last a year or on next Memorial day.

REGULATION FOR AIR VOYAGERS WILL BE READY IN SIX MONTHS

(Correspondence Associated Press)

MANCHESTER, Eng., Dec. 26.—Within the next six months the air should reach an agreement regarding commercial traffic in the air, and within the next five years it should be as easy and as safe to pilot an airplane through fog and storm as it is to pilot a ship, asserted Lord Weir, secretary of state for air forces, before an audience here the other day. In order that

ambitious projects now being discussed might be entirely successful, he said, these things were necessary.

Development of navigational instruction by really sound and severe navigational training.

Creation of an energetic meteorological service especially designed to help air transport.

The adoption of improved systems of wireless telegraphy and telephony.

The adoption of a first-class system of day and night marking of landing places and airfields.

"We now possess in substantial numbers, either delivered or in course of construction, airplanes which will carry a crew of seven and thirty passengers, which will climb to a height of 10,000 feet, and which will travel 1200 miles without a stop," said Lord Weir. "One type can come down at sea, float on the waves and rise again with a full load."

"We have machines that can land safely at definite gliding angles entirely without human control. This means that when the pilot can see his instruments by means of a kite balloon anchored in clear air, he will be able to land with safety in an airfield completely fogbound."

Lord Weir made it very plain he did not think the best ends of civilization would be served by keeping civil aviation for a government monopoly. Co-operation between the state and individuals, he believed, would bring the best results. The state would of necessity be the pioneer, and from the present air ministry would spring an air department in the government which would not only control the administration of the Royal air forces, the fighting branch of the British army and navy, but would act as the supreme authority for the development of civil aviation.

"The first step of the new ministry would be the organization of international flying, that is flying among the different countries. This would involve an international aircraft convention."

"The department should undertake

DIVIDEND NOTICE

To the Stockholders of the West End Consolidated Mining Company: Notice is hereby given that at a meeting of the board of directors of the above corporation, held at the office of said corporation, Syndicate building, Oakland, Alameda county, California, on the 16th day of January, 1919, a dividend of five cents per share upon the issued capital stock of the corporation was declared from the net earnings of the corporation. Said dividend will be paid on the 18th day of February, 1919, to all stockholders of record on the books of the corporation at 5 o'clock on the 31st day of January; books will reopen for transfer on the 1st day of February, 1919, at the hour of 9 o'clock a. m.

WEST END CONSOLIDATED MINING COMPANY.

GEORGE C. ELLIS, Secretary.

adv317110.

ASSESSMENT NOTICE

GOLD ZONE DIVIDE MINING COMPANY.—Location of principal place of business, Tonopah, Nye County, Nevada. Location of works, Gold Mountain, Esmeralda County, Nevada. Notice is hereby given that at a meeting of the Board of Directors, held on the 25th day of December, 1918, an assessment No. 4 of one (1) cent per share was levied upon the capital stock of the corporation, payable immediately in United States gold coin, to the Secretary, at the office of the company, room 319 State Bank Building, Tonopah, Nevada. Any stock upon which this assessment shall remain unpaid on the 31st day of January, 1919, will be delinquent and advertised for sale at public auction, and unless payment is made before, will be sold on Wednesday, the 4th day of March, 1919, to pay the delinquent assessment, together with costs of advertising and expenses of sale. By order of the Board of Directors, F. A. BURNHAM, Secretary. Office: 319 State Bank Building, Tonopah, Nevada. D12321

THREE NEW STEAMERS FOR NORTH ATLANTIC

(By Associated Press)

LONDON, Jan. 27.—Three new steamers, completed during the war, will soon be familiar in the North Atlantic service. They are the Vedick, the Rimouski, both 10,000 ton register, and the Regina, a triple-screw steamer of 16,000 tons. They were built in Belfast yards and before their passenger accommodation was complete, were fitted up for troops, many thousands of whom they have already transported to France and elsewhere.

Location notices in book form with carbon sheets and duplicates for ready reference. For sale at the Bonanza.

NOTRE DAME PITCHER WOUNDED AT VERDUN

(By Associated Press)

INDIANAPOLIS, Jan. 27.—Paul E. Barry, former pitcher for Notre Dame university, who passed up a three-year contract with the New York Giants, when he volunteered for army service in October, 1917, is recovering from a wound at Fort Benjamin Harrison, near here. Barry was wounded in the hip at Verdun when an Austrian shell exploded near a group of eighteen men. Of the eighteen men Barry alone escaped death. He has nearly recovered and hopes to be able to go south with the Giants next spring.

Barry entered service with Hank Gowdy of the Boston Braves. He and Gowdy, as the battery, won the baseball championship of the American expeditionary forces for the 23d infantry.

MIDDLEWEIGHT BATTLE

(By Associated Press)

COLUMBUS, O., Jan. 27.—Harry Greb, Pittsburgh middleweight, and Soldier Barfield, New York, will meet in a twelve-round contest here today. Barfield, although lighter than Greb, fought the Pittsburgher before, and was credited with holding his own.

Location notices, proofs of labor, certificates of location, for sale at the Bonanza office.

At Notre Dame, Barry was a four-letter man, but baseball was his strong point. He was picked up by a scout for the Giants after an 18 inning contest with the University of Michigan. He was beaten in that game, 3 to 2 by George Sisler, who was signed up by the St. Louis Americans.

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IMPORTANT NOTICE

To Secretaries of Corporations Doing Business in Nevada But Incorporated in Other States

NOT TOO LATE TO SAVE \$100 PER MONTH

SECTION 1.—All foreign corporations doing business in the State of Nevada shall, not later than the month of March in each year, beginning in the year 1914, publish a statement of their last year's business in some newspaper published in the State of Nevada. If published in a daily newspaper, such statement shall be published for a period of one week, or if published in a semi-weekly or tri-weekly newspaper, for a period of two weeks; or if published in a weekly newspaper for a period of four weeks.

SECTION 2.—The secretary of the company publishing the statement shall file a copy with the assessor of each county of the State of Nevada, in which said company is doing business.

SECTION 4.—Any district attorney in the state is competent to sue to recover the penalty, or the attorney general. The first county suing through its district attorney shall secure the penalty, and if no suit is brought for the penalty by any district attorney the State shall have the right to recover through its attorney general.

THE TONOPAH DAILY BONANZA WILL MAKE PUBLICATION REQUIRED BY LAW, WHICH INCLUDES THE FILING OF A SWORN AFFIDAVIT OF PUBLICATION WITH THE ASSESSOR OF EACH OF THE COUNTIES OF THE STATE, WITHIN WHICH THE COMPANY IS DOING BUSINESS; AN AFFIDAVIT OF PUBLICATION WILL ALSO BE FURNISHED SECRETARIES.

ANNUAL STATEMENT

(Fill out and return)

of the _____ Company
for the year ending December 31, 1918:
Location of mine _____ Mining District
County of _____ State of Nevada

DEBIT	
December 31, 1917, to cash on hand	\$ _____
To assessments collected during 1918	\$ _____
To amounts received from other sources	\$ _____
CREDIT	
Mine expenses in year 1918	\$ _____
General expenses in year 1918	\$ _____
Paid dividends in year 1918	\$ _____
Balance on hand December 31, 1918	\$ _____

Secretary.

Address _____

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